

held in the LBL region to obtain comments on the scope of the EIS. Locations and times for these meetings are announced below. TVA encourages those wishing to provide comments to do so as early as possible.

ADDRESSES: Written comments should be sent to Dale V. Wilhelm, National Environmental Policy Act Liaison, Tennessee Valley Authority, WT 8C, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1499.

FOR FURTHER INFORMATION CONTACT: John L. Mechler or Tom Christensen at Land Between The Lakes, 100 Van Morgan Drive, Golden Pond, Kentucky 42211, telephone (502) 924-5602.

SUPPLEMENTARY INFORMATION: In 1963, President John F. Kennedy directed TVA to develop an area with limited natural resources into a national demonstration of outdoor recreation, environmental education and resource management that would stimulate economic growth of the western Kentucky and Tennessee region. LBL was envisioned as a site for multiple-use public benefits. It was not to be a national park, a national forest or a national wildlife refuge, but rather a combination of all of these concepts where natural resources would be managed and used for a wide variety of recreation and education purposes.

In 1964, TVA established Land Between The Lakes (LBL) as a 170,000-acre national recreation area bounded by Kentucky Lake to the west and Lake Barkley to the east. The original 10-year concept plan called for LBL to demonstrate ways national recreation providers could meet the mounting outdoor recreation demands of a changing society. The plan included strategies and methods to provide a unique outdoor classroom and laboratory for combining recreation and education. The plan was to be financed

principally through congressionally appropriated funding and it was estimated that up to 10 million visitors annually would be attracted. However, the subsequent level of appropriated funding provided for operations and capital projects was not sufficient to develop and support the program that would attract 10 million visitors.

In the next 10 years, from 1974 to 1984, the level of federal funding provided to TVA for developing and managing LBL allowed for constructing and expanding some facilities and enhancing some programs.

Since 1984, only one new facility was constructed while three were expanded and six closed. Most programs have continued, although at less intensive levels than in previous years.

Current federal funding for LBL is not sufficient to operate and maintain the existing public use facilities and programs which, in 1994, attracted 2.4 million visitors. Consequently, no major improvements or expansions can be considered that would require federal appropriated funding.

Proposed Issues to be Addressed

The proposed issues to be addressed in the EIS include elimination, reduction, expansion or retention of existing public uses; consideration of new public programs and facilities; and optional financing and operating strategies for public uses. Other issues include impacts of development and increased levels of visitation on socioeconomic conditions and natural and other resources (e.g. wetlands, cultural resources, aesthetics, endangered and threatened species and sensitive habitat, and water quality).

TVA is interested in exploring partnerships which would decrease TVA's dependency on federal appropriated funds and ensure the long-term viability of LBL's mission. TVA

will consider a wide range of options to federal support, including those utilized by other public land management agencies, such as contract partnership arrangements with corporations, agencies and individuals to fund and operate facilities and programs that would benefit the American public. It is envisioned that all partnership arrangements would fit within one or more of six activity categories. These are:

1. Outdoor recreation
2. Environmental education and interpretation
3. Historical and cultural interpretation
4. Visitor hospitality (food and lodging)
5. Information, promotion and visitor relations
6. Other categories that might be added later as appropriate

Scoping Process

TVA is interested in receiving comments on the scope of issues described above and on other suggestions received during scoping. TVA specifically requests comments on:

1. What current and possible new public uses are important to the public at LBL?
2. What alternative operating and financing options should TVA consider to provide public uses at LBL?
3. What environmental or socioeconomic issues, or other aspects of developing a Public Use Plan for LBL should TVA consider?

The scope of the EIS may be modified as a result of public scoping. The EIS will address reasonable public use alternatives and their associated economic, environmental, and social issues and impacts raised during public scoping. Scoping meetings will be held from 7 p.m. to 9:30 p.m. at the following dates and locations:

LBL PUBLIC USE PLAN MEETINGS

City, State	Location	Date
Murray, KY	Murray State University	Tuesday, March 14.
Paducah, KY	Information Age Park	Thursday, March 16.
Clarksville, TN	Austin Peay State University	Tuesday, March 21.
Hopkinsville, KY	Hopkinsville Community College	Thursday, March 23.

Persons interested in attending or receiving more information should call LBL at (502) 924-5602 prior to the meetings to confirm the time and location.

Based on scoping comments and a review of market research data, TVA will develop a range of alternatives for

managing public use at LBL. A draft EIS will then be prepared for public review and comment. Notice of the availability of this draft will be announced, comments on the draft solicited, and information about additional public meetings/hearings will be published at a future date.

Dated: February 22, 1995.

Kathryn J. Jackson,

Senior Vice President Resource Group.

[FR Doc. 95-5130 Filed 2-28-95; 8:45 am]

BILLING CODE 8120-01-M

DEPARTMENT OF TRANSPORTATION**Office of the Secretary****Reports, Forms, and Recordkeeping Requirements**

AGENCY: Department of Transportation (DOT), Office of the Secretary.

ACTION: Notice.

SUMMARY: This notice lists those forms, reports, and recordkeeping requirements imposed upon the public which were transmitted by the Department of Transportation to the Office of Management and Budget (OMB) for its approval in accordance with the requirements of the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35).

DATES: February 22, 1995.

ADDRESSES: Written comments on the DOT information collection requests should be forwarded, as quickly as possible, to Edward Clarke, Office of Management and Budget, New Executive Office Building, room 10202, Washington, DC 20503. If you anticipate submitting substantive comments, but find that more than 10 days from the date of publication are needed to prepare them, please notify the OMB official of your intent immediately.

FOR FURTHER INFORMATION CONTACT: Copies of the DOT information collection requests submitted to OMB may be obtained from Susan Pickrel or Annette Wilson, Information Management Division, M-32, Office of the Secretary of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-4735.

SUPPLEMENTARY INFORMATION: Section 3507 of Title 44 of the United States Code, as adopted by the Paperwork Reduction Act of 1980, requires that agencies prepare a notice for publication in the **Federal Register**, listing those information collection requests submitted to OMB for approval or renewal under that Act. OMB reviews and approves agency submissions in accordance with criteria set forth in that Act. In carrying out its responsibilities, OMB also considers public comments on the proposed forms and the reporting and recordkeeping requirements. OMB approval of an information collection requirement must be renewed at least once every three years.

Items Submitted to OMB for Review

The following information collection requests were submitted to OMB on February 22, 1995:

DOT No.: 4037.

OMB No.: 2120-0036.

Administration: Federal Aviation Administration.

Title: Notice of Landing Area Proposal.

Need for Information: Section 309 of the Federal Aviation Act of 1958, as amended and implemented in 14 CFR Part 157, provides that in order to assure conformity to plans and policies, and allocations of airspace by the FAA Administrator under Section 307 of the Act, no airport or landing area not involving expenditure of Federal funds shall be established or constructed, nor any runway layout substantially altered without providing notice to the FAA.

Proposed Use of Information: The information collected will be used to determine the effect of the proposal on existing airports and on the safe and efficient use of airspace by aircraft; to prescribe air traffic rules and regulations; to provide data for aeronautical charting; and to provide data for a national airport system plan.

Frequency: On occasion.

Burden Estimate: 2,900 hours.

Respondents: Anyone who intends to construct, activate, deactivate, or change the status of an airport, runway, or taxiway.

Form(s): FAA Form 7480-1.

Average Burden Hours Per Response: 45 minutes reporting.

DOT No.: 4038.

OMB No.: 2125-0526.

Administration: Federal Highway Administration.

Title: Accident Recordkeeping Requirement.

Need for Information: Title 49 CFR Part 390.15(b) requires interstate motor carriers to maintain an accident register for a period of one year after an accident.

Proposed Use of Information: The information will be used to determine if motor carriers are revealing all recent accidents upon request.

Frequency: Recordkeeping 1 year.

Burden Estimate: 2,900 hours.

Respondents: Motor carriers.

Form(s): None.

Average Burden Hours Per Response: 2 minutes.

DOT No.: 4039.

OMB No.: 2133-0010.

Administration: Maritime Administration.

Title: U.S. Merchant Marine Academy Application for Admission and Pre-Candidate Questionnaire.

Need for Information: Title 46 CFR Part 310.57(a) requires applicants to the U.S. Merchant Marine Academy (USMMA) to submit a pre-candidate questionnaire and an application for admission to the Academy's Admissions Office.

Proposed Use of Information: The information will be used by the USMMA admissions staff and its Candidate Evaluation Boards to select the best qualified candidates for admission.

Frequency: One time.

Burden Estimate: 12,500 hours.

Respondents: Applicants for the USMMA.

Form(s): KP 2-65.

Average Burden Hours Per Response: 5 hours reporting.

DOT No.: 4040.

OMB No.: 2133-0007.

Administration: Maritime Administration.

Title: Maintenance and Repair Cumulative Summary.

Need for Information: Title 46 CFR Part 272.22 requires subsidized ship operators to submit Form MA-140 (Maintenance and Repair Cumulative Summary) with attached invoices for review by the Maritime Administration to determine qualification for subsidy.

Proposed Use of Information: The information will be used to determine qualifications for maintenance and repair subsidy for subsidized carriers.

Frequency: Quarterly.

Burden Estimate: 3,000 hours.

Respondents: Subsidized ship operators.

Form(s): MA-140.

Average Burden Hours Per Response: 12 hours reporting.

DOT No.: 4041.

OMB No.: 2138-0018.

Administration: Research and Special Programs Administration.

Title: Report of Passengers Denied Confirmed Space.

Need for Information: Title 14 CFR Part 250 establishes minimum standards for the treatment of airline passengers holding confirmed reservations who are not accommodated because their flight has been oversold.

Proposed Use of Information: The information will be used to monitor air carrier compliance with the regulation and to publish the rate of denied boardings.

Frequency: Quarterly.

Burden Estimate: 2,358 hours.

Respondents: Large certificated air carriers and foreign air carriers.

Form(s): RSPA Form 251.

Average Burden Hours Per Response: 4 hours reporting.

DOT No.: 4042.

OMB No.: 2120-0022.

Administration: Federal Aviation Administration.

Title: Certification: Mechanics, Repairmen, Parachute Riggers—FAR 65.

Need for Information: The Federal Aviation Act of 1958, Section 602 (49

USC 1422) authorizes the issuance of airmen certificates. Title 14 CFR Part 65 prescribes requirements for mechanics, repairmen, parachute riggers, and inspection authorizations.

Proposed Use of Information: The information collected will be used for evaluation by FAA, which is necessary for issuing a certificate and/or rating. Certification is necessary to ensure qualifications of the applicant.

Frequency: On occasion.

Burden Estimate: 57,809 hours.

Respondents: Individuals.

Form(s): FAA Forms 8610-1 and 8610-2.

Average Burden Hours Per Response: 20 minutes reporting.

Issued in Washington, DC on February 22, 1995.

Paula R. Ewen,

Manager, IRM Strategies Division.

[FR Doc. 95-4985 Filed 2-28-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Baltimore/Washington International Airport, Baltimore, Maryland; Noise Exposure Map Notice

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised noise exposure maps submitted by the Maryland Aviation Administration (MAA) for the Baltimore/Washington International Airport (BWI) under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is February 7, 1995.

FOR FURTHER INFORMATION CONTACT: Frank Squeglia, Environmental Specialist, FAA—Eastern Region Office, Airports Division, AEA-610, Fitzgerald Federal Building, JFK Int'l Airport, Jamaica, NY 11430, (718), 553-0798.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the revised noise exposure maps submitted for the BWI Airport are in compliance with applicable requirements of FAR part 150, effective February 7, 1995.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may

submit to the FAA noise exposure maps (or revisions thereto) which meet applicable regulations and which depict noncompatible land uses (or new noncompatible land uses) as of the date of submission of such maps, a description of projected aircraft operations, and the way in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies and persons using the airport.

The Maryland Aviation Administration submitted to the FAA on December 23, 1994, supplemental FAR part 150 documentation supporting a recent update of the Noise Exposure Maps (NEM's) at BWI. It was requested that the FAA review this material for compliance with part 150 regarding updates to noise exposure maps, as described in Section 103(a)(2) of the Act.

BWI received notification of FAA acceptance of its NEMs in December 1989, and approval of its Noise Compatibility Program in July 1990. A 1993 update of the BWI Airport Noise Zone has led to a revised set of noise contours. These revised contours also serve as the basis for revised Maps and the Volume V document, with appendices, constitutes supplemental information submitted by MAA to update the NEM's in accordance with FAR part 150 requirements. In addition to complying with requirements for NEM updates, MAA's request for FAA acceptance of the updated NEM's will insure an accurate depiction of noise sensitive land uses included in the NCP approved by the FAA in 1990.

The FAA has completed its review of the updated noise exposure maps and related documentation submitted by MAA in its December 1994 Volume V Supplemental document. The specific maps under consideration are the NEM's: Figure 2.1 Existing Conditions (1991) Noise Exposure Map (page 8) and Figure 2.2 Five Year Forecast (1998) Noise Exposure Map (page 9) of the Volume V Supplement.

The FAA has determined that these updated maps for BWI are in compliance with applicable requirements. This determination is effective on February 7, 1995. FAA's determination on an airport operator's noise exposure maps is limited to finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment for future approval of a

noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure maps submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land-use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the maps depicting properties on the surface rests exclusively with the airport operator which submitted those maps or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the updated NEM's associated evaluation material and the Supplemental Document comprising the submittal are available for review at the FAA office listed above and at the administrative offices of the BWI Airport.

Issued in Jamaica, New York, on February 22, 1995.

William DeGraaff,

Manager, Planning & Programming Branch.

[FR Doc. 95-4981 Filed 2-28-95; 8:45 am]

BILLING CODE 4910-13-M

Receipt of Revision to the Approved Noise Compatibility Program and Request for Review; San Diego International Airport—Lindbergh Field (SAN), San Diego, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed revision to the approved Noise Compatibility Program that was submitted by the San Diego Unified Port District for San Diego International Airport—Lindbergh Field (SAN), San Diego, California, under the provisions of Title I of the Aviation